Place of Sinch and Mud-The Stock Yards Pork-Packing and How It Is Conducted-The Cable Street-Car System-Political.

OF THAT CITY.

THE WEATHER.

city of Chicago and its wonders.

THE STOCK-YARDS.

and hogs at about ten to the minute fo

CHICAGO PACKING.

I was told the actual product of packing

at Chicago is about 7,000,000 of hogs and 1,500,000 head of cattle. Curious and skil-

ful as much of the work was, there was an

aspect of unhesitating cruelty about it that

restrains me in recounting the scenes of

holesale destruction of even animal life.

wholesale destruction of voters of the poor hogs squaled and squealed, but their greatchorus of squealing was not heare by the butcher who plunged his knife to

ing time to minstrel music. As they passe

on a sluice of blood descended into the pi

below. They followed quickly oneanother down an inclined plane to a point where the

shackles were loosened-over the great val of boiling water, into which they were

They then passed-at the expiration of

pelled by machinery, each roller baving a number of fans or flexible hands that pulled off the hair from the

hogs as they were borne along on a sliding platform to the men who completed the ex-

I noticed that a man with one stroke of

hog as it was extended on his block. Thus, as fast as you could note down the hors, assuming they bore so many names, they were converted from living creatures into

numerous forms of mercantile pork-

allowing some little average time for coal-

THE BEEF DEPARTMENTS. The beef departments were alike sys-

works. The poor, unsuspecting beever were enticed into small pens, in which

they could not turn round, and a marks

ingly as if his consent had been given

the processes of this establishment, where everything is cleanly conducted and every

particle of these animals is utilized. Ever minced meats are put up, and a variety of

THE PERSONNEL.

I noticed in the office of a photographic

nd if similar enterprise were invoked

wantages, it requires more than human illosophy to divine the cause of Rich-ond's "too-slow" progress, good.

ugh, it has been of late.

THE CABLE STREET-CARS.

canned goods too numerous to mention.

from a platform above, in an instant

noan or shiver, or even a throat-gurgle

ute, perhaps-through rollers pro-

unged and tumbled over an

Curcago, October 29, 1883.

I have turned up at Chicago, the third greatest city of the western world, as chimed by its people. Certainly they have here a great many souls to be saved—running theatres on Sunday, as they do, under Bob Ingersoll's "free conscience" and, likely enough, Billy Mahone's "fair count."

The progress of wealth of this city, when the progress of wealth of the cause of virtery unless all the surroundings of Lake Michigan are alike flat and swampy. Every foot of land-surface bere has a watery aspect, and every drop of rain that falls adds enduringly to the glossy mirror of mud or water that with rarest exception abounds on it. Fortunately for people wet exception abounds on it. Fortunately for people wet exceptions are successful to the progress of the cause of virtue and intelligence. I asked a man at the entrance to the breakfast-room of the Tromont Hotel for a Democratic paper. He pointed me to the Times (Chicago), and said that was the nearest of any, he believed, to being Democratic. A Démocratic paper of the cause of virtue and intelligence. I asked a man at the contrance to the breakfast-room of the Tromont Hotel for a Democratic paper. He pointed me to the Times (Chicago), and said that was the nearest of any, he believed, to being Democratic. A Démocratic paper of the cause of virtue and intelligence. I asked a man at the contrance to the breakfast-room of the Tromont Hotel for a Democratic paper. He pointed me to the Times (Chicago), and said that was the nearest of any, he believed, to being Democratic approach to the property of the cause of virtue and intelligence. I asked a man at the contrance to the breakfast-room of the Tromont Hotel for a Democratic paper. He pointed me to the Times (Chicago), and said that was the nearest of any, he believed, to being Democratic approach to the property of the cause of the cause of the cause of the property of the cause of the property of the cause of the caus to whom I expressed surprise at our party not having a print in so large a city replied ple not accustomed to such exhibitions, a number of Chicago's principal streets are that the Government had such sway, and raised and well paved—some with wooden blocks and some with stone blocks and concrete—but even these have that siush and splash that they have sometimes in New York. its officials such control, over the privileges and revenues of the press that they ruled

conductor, "I feel, sir, as if a Democrat from Old Virginia would now be allowed to pass through Ohio." "Yes—yes, sir," he said, "and abide with us as long as he pleases, and Ohio will remain Democratic," But the weather—ah, the weather—we may add to the above generally-prevailing state of things, is the most searchingly penetrative wet this would can produce. One of the morning papers com-"I thank you, sir," said I, "in the name of the old mother." One of the morning papers commences an article with these words:
"A week of inexecrable weather, when one would think that every-body that could do so would stay at home." will give you some idea.

The Influence of Poetry on Life.

count of his own experience as to the ef-fect of poetry on his own life. Its only remendation, he remarks, is its strict and

Not a muscle or bone but what cries our continually, like so many of Balaam's dumb animals, for mercy, but their cruel master is inexorable. But pardon this digression. I was about telling you of the You ask the question; let me give a brief and plain review of my own experience during my apprenticeship to life. I was born north of the Tweed. Death too soon appeared in my home, and I was cast out on what I found to be a cheerless and callons world. I began to question fate, and wondered why my lot should be so hard. I Yesterday I visited the stock-yards and Armour's great packing-houses. Having business connected with them, I wanted to became fond of solitude. I did not dream of the future. I could see nothing beyond inspect the entire works, and soon one of the principals put my friend and myself in charge of an intelligent watchman, Mr. Dennis Hurley, who conducted us in some two and a half hours, tramping through the cruel present, with its daily deadening drudgery. But there came a change. I was on my way one clear and sharp winter night to my lonely garret lodging, when I paused on the bridge across which I had the various departments of slaughtering, cleansing, cutting up, rendering, cooling. to pass. I passed over the parapet, and was gazing down on the black depths besalting, packing, canning, seasoning, and various other divisions of the work of this eighteen acres of buman industry in the destruction of low, when suddenly I experienced a men-tal change which altered the whole current of my being. I could not account for it nor analyze it then, and cannot do so now ; animal life. Yesterday they were to kill 4,600 hogs, and a proportionate number of beeves. I did not hear the number of catbut there it was. A wide vista of hope and possibility was spread out before me. tle stated, but they were slaughtering beeves at the rate of about one a minute I seemed in an instant to have entered on new and nobler stage of life. I had suddenly awakened to a new perception of the

About this time I found a companior who was fond of books. He took me often ome with him, and we spent the evenings n reading Burns, and Byron, and Scott Byron was the favorite. We never tired of him. In Graham's "Sabbath" and Pollock's "Course of Time," forgotten though both be nowadays, our youthful minds found numerous passages which pleased. Summer came and I began to disover in my walks many of the beauties of nature about which the poet sang. In the their hearts as they were swung past him (suspended by one of their hind-legs from an elevated iron railway) as if he were beatrees and flowers, the gray hills and green valleys, the simple hamlets, with their blu moke curling upwards in the gloaming he rising and setting sun, I experienced an mexpressible pleasure which I had never known before. On Sundays I sought the country more and the kirk less. The har-monies which a slight breeze stirred in the fir woods near my home were to me far sweeter than the strains of the well-trained hoir in the old cathedral. It was at this stage that my love of descriptive poetry was strongest. The Prisoner of Chillon and the Death of Haidee had far more atuactions then than In Memoriam. years slipped away and the mevitable changes followed in their train. Fortune orgained that I should visit foreign lands. platform to the men who completed the ex-terior cleansing. From here they were conveyed to the different divisions of the workroom until each hog was converted into the final classification of swine food. And what Joy then my acquired tastes gave me. I shall never forget the day I spent at the waterfall in the island of Penang—than which spot there is not a more beautiful in this beautiful world—revelling in the wealth of tropical scenery which there abounds. And nearing Singapore, how truly I felt did Tennyson's lines describe the segme. If Supran isless of Eden is for the segme. huge blade severed each ham from the half the scene-"Summer isles of Eden lying in dark purple spheres of sea." Then and ever afterwards I thanked God with all my ing and smoking of that part that was for

ciate poetry. several years of quiet life on an island in the far East increased tenfold my "poetic tematically and vigorously conducted. I have not time to describe the ingenious ap-pliances resorted to to facilitate these sensibility." What to many men would have been simple banishment only afforded me an excellent opportunity of getting ac-quainted with the works of most of the nen who have made English poetry what it is. As my knowledge of their writings widened, my sympathies with all mankind were quickened. I saw hundreds of times brutes in human shape from this old Engdispatched each animal by shooting him with a small rifle ball in the forehead. Each animal dropped simultaneously with the report of the rifle, and as unmurmurated the state of the rifle, and as unmurmurated the state of the rifle, and as unmurmurated the state of and of ours kick and cutf the helpless Orientals, and my blood boiled. I returned to my native land with a deeper experience of life, and a greater desire to do what l could to lessen the sufferings of some who bear so much. I walk through the streets of this mighty metropolis sometimes, and-call it weakness and unmanly if you willthe tears start to my eyes at the scenes I sec. It was poetry that opened my eyes to these things, and many more beside. I think were it only possible to get some of I noticed in the office of a photographic gallery pictures of all managing employes of the establishment, with Mr. Philip Armour in the centre. The faces (about 200 in number) were strikingly intelligent and good-looking. Perhaps it is this packing industry that has built up Chicago, just as from manufactures would build up Richmond it circline enterprise were invoked. he poor creatures that throng our tho-roughfares and teach them to see some-hing of the beauties of nature, what different men and woman they would become. I have little time to read poetry now. Twelve hours per day of hard work leave no leisure for the cultivation of the mind. But thank Heaven I have a good memory. mond if similar enterprise were invoked in her behalf. Oh, what a chance there is for men having the mean-to build a steel-rail mill at Rocketts, where transportation by railroads and by naviga-ble waters with the entire world is fur-nished to them, and to which the material-And amid all the bustle and worry with which I have to contend, I often recall a verse or a picture from some of my favor-ite authors, which makes the wheels of existence run far more smoothly than they would otherwise do. No man can truly can be easily transported. A far-seeing and discreet railroad president told me some mouths since that such a mill would love poetry and the beautiful in the material and moral worlds without being the better for it. Life is worth living and pobe a great thing for Richmond and for those who would undertake it, and that than most persons suppose. Poetic sensi-bility, then, I hold, is "really a gain." Rocketts would be the best location for it. Well, don't chide me for thinking of Richmond. I can't help it. Favored by nature and endowed with wonderful

MAHONE would count it sweet revenge to be able to tear up the charter of Richmond.

Chinese Telegraphing.

"Owing to the peculiarity of the Chinese characters, each of which represents nesse characters, each of which represents a word, not a letter, as in our western tongues," says the English journal Engineering, "the Danish Telegraph Company (the Great Northern) working the new Chinese lines has adopted the following device: There are from five to six ing device: There are from five to six thousand characters or words in ordinary Chinese language and the company has provided a wooden block or type for each of these. On one end of this block the character is cut or stamped out, and on the other end is a number representing the character. The clerk receives a message character. The clerk receives a message in numbers and takes the block of each n numbers and takes the block of each number transmitted and stamps with the apposite end the proper Chinese character on the message-form. Thus a Chinese message sent in figures is translated into Chinese characters again and forwarded to its destination. The sending-clerk, of course, requires to know the numerical equivalent of the characters or have them found for him."

BLACK COUNTRY WRONGS. SAVAGES AND SUFFERING THAT AP-PEAL TO CHRISTIANS.

fore in Need of Help than Foreign Heathen-Grim and Picturesque Sights-Riots Past and Future.

A Birmingham (England) correspondent writes: Birmingham or Madagascar—which shall I put first, or rather, which last? I never think of my travels in the "iron region" of South Staffordshire without recalling Punch's famous cartoon of the two wretched little English street-

bor riots around Birmingham and Wolver-hampton. The line of the Great Western railway from the Mersey to the Thames, and tall hedgerows and clustering trees, and a passing glimpse of ancient Chester looking down with its grim old ramparts and dark-red cathedral tower upon the broad, smooth curves of the Dee. Then come the grassy slopes and dark woodlands f the Welsh border, and the houses of queenly Shrewsbury, the city of the "proud Salopians," massing themselves along the heights that overhang its winding river, on whose banks, nearly five cen-turies ago, Prisce Henry charged, and Falstaff jested, and Douglas battled, and Hotspur died.

But as soon as you begin to near the latar border all the freshness, and brightness, and beauty dies out of the landscape at once, just as the reeds and grass whirled down into the Dead sea by the Jordan shrivel up and perish the moment they touch the dead-ly smoothness of the lake. Even the glorious July sunshine cannot pierce the league-broad veil of smoke which is the standard boisted by the Iron King over his own chosen capital. The whole fifteen miles between Wolverhampton and Birmingham make one huge, sooty, filthy, hideous town. Bilston, Dudley. Tipton, Smethwick, West Bromwich, Wednesbury, form a continuous chain of outposts, so o speak, between the two great central emps, and from first to last you never nce escape from the endless labyrinth of tackened bricks and mortar. Sorely changed indeed is south Staffordshire-and this particular district of it most of all-since the far-off days when this mighty lown, with its roaring fires and clanging engines, was only the quiet little village of Bromwickam, whose name still lives in that of the suburb of West Bromwich, and in the popular corruption of Birmingham

was "mighty good-looking in the dark" is but too sadly true of this dismal region. The only time to see it to advantage is at pight, when all its fifth and disorder are hidden, and when the transformed panorama assumes a ghastly picturesqueness worthy of Dante himself. The midnight sky is all ablaze with countless furnaces, against the red glare of which the tall against the red giare of which the tan factory chimneys stand out black and grim, while the stagnant pools around are changed to lakes of blood, and the weird, misshapen figures that pass and repass look quite unearthly beneath that infernal splen-dor. But by day the dreary landscape lies unredeemed in all its savage deformity. Huge, unsightly buildings, grimed with ber rotting in pools of fifth, black cinders covering the earth and filling the very air, green, slimy ditches festering under the shattered windows of tumble-down hovels, hideous clefts and rents scarring the earth in all directions, cranes and oft-scaffolds starting up amid mountains of rubbish like the half-buried skeletons of primeval monsters, and everywhere, as far as the eye can reach, smoke above and ashes below, till the whole scene looks (ss its ragged children will tell you, with grim, unconscious poetry,) "like hell with

the fire burnt out," This wild region is peopled with inhabi-tants as wild as itself. The colliers of Durham and Wigan are not more emphatically a distinct race than the nailers, puddlers, chair-makers, &c., of Birmingham and Wolverhampton. They have their own customs, their own rules, their own super-stitions, their own physical conformation and cast of features, and even their own language, for their rough, strong vernacular is barely intelligible to a "Lunnon chap," the name by which they stigma-tize every outsider, whether he be from London or not. When a clever, ambitious young man called Benjamin Disraeli de-scribed the ordinary life of these people in his novel of "Sybil," years ago, many of his readers persistently regarded that appalling description as a mere flight of fancy, forge sixteen hours a day for wages averging about five farthings (21 cents) per

hour. "Such cases are exceptional, and not to be argued upon." cry the philanthropists of that comfortable class whose benevo-lence consists in making out that unfortunate people are by no means so miserable ong day, eating their scanty meals with rance of it. blackened hands-just a bite and a sup.

When the telephone the same

deadly the wrath of the Anglo-Saxon commoner can be when his slow, stubborn nature has once been fairly roused. And certainly it has seldom, if ever, had more provocation to rouse it. Think what sixteen hours of such labor every day really means. No time for rest, hardly any for food, little enough for sleep, none at all for washing off the dirt and grime that eat into the skin and canker the counfless sores made by flying sparks or aplinters of hot iron. The whole life of this class is one headlong rush like the flight of an army from some lost battle-field, where all who stumble or halt for one moment are trodden to death by the rest. And all this while there lurks in the jaded mind of every one of these in the jaded mind of every one of these over aked workers a dim consciousness that so ewhere or other there are green fields and pure waters, clear skies, air unpoisoned with soot and iron-filings, men with beany homes and well-fed unpoisoned with soot and iron-filings, men with bappy homes and well-fed children and limited hours of work, and would see quite enough to convince them that its gloomy title is amply deserved and that there is a plenty of the heathen in that there is a plenty of the heathen in that there is a plenty of the heathen in that his weekly work-hours are many and his weekly shillings few, cannot but produce troublesome results now and then. A shrewd political economist would disidolaters of the Ganges or the fanatics of the Nile.

The long war of labor and capital has short limbs and broad, massive chests, their saving again, again, their tattered, dirty ully. bare, grimy arms, their tattered, dirty clothing, their hard, blackened, low-brow-[Valdista Times.] While Captain R. B. Johnson, of Clinch ed, sullen faces, wearing very much the same expression as the buildogs that slouch county, was helping a party of twenty-five or thirty men haul for trout in a mill-pond heels. It is an awkward matter when such men become penetrated with the conviction that there is no room for them on the face of God's earth, and that

> realization of that ghastly vision which Saelley saw sixty-three years ago: "Last came Anarchy; he rode On a write hor c splashed with blood; He was pale e'en to the lips. Like Death in the Apocalypse.

When it

it is all one what they may do. When it comes to that, there is but one step to the

"And he wore a kingly crown— In his grasp a sceptre shone; On his brow this mark I saw; 'I am God, and King, and Law.'

Prove to one of these men, in the clearest possible way, that the very laws of nature forbid universal equality and "redis-tribution"—that if he and his fellow-workmen could dispose of the whole earth at their pleasure, some men would still be rich and others be poor-and what answer would be make? What but the haunting answer that one of his own class made answer that one of his own class made long ago: "I don't know nothin' bout them things, but I do know that the children and me are damned hungry." It is just at this point, indeed, that the convenient theories of amateur politicians always break down. Men who are fighting for bare existence have no leisure for theorizing. Volumes could not say more than the half-grotesque, half-pathetic reply of a Staffordshire mechanic's wife to a well-meaning but injudiclous clergyman who was taking her to task for not going to church. "Go to choorch, say'st thou, paarson? Dost know how I spend my Soonday? Whoy, a-washin' of he," (pointing to her husband, who certainly appeared to stand much in need of it.) "I keep scrubbin' away at he a' the day, and the best I can mak' of blim be just a light brown about tra-time." Many will doubt-less laugh at this story as a joke, and they are lucky to be able to find in it any cause laughter. But to those who face the reality itself, it is no laughing matter. Among those whose evidence was taken by the author of a report now before me was a poor Cradley widow, who, with the help of her eldest daughter, a gir of thirteen, supported herself and her six children by toiling at the forge from 6 in the morning till 10 or 11 at night. In this way she contrived to earn 10s. (\$2.50) a week, out of which she had to pay 2s. 90 (about 70 cents) for the rent of her little two-roomed cottage and the smithy ad-joining it. After telling how her younger children were so nearly nude that it was impossible for them to go about the streets, and that consequently their sole playground was among the coal-slack and ashes of her smithy, she continued: "O' Soonday morning, when there's nought

was do imaginative novelist, but an ob-servant and business-like witness, who, in the fall of 1879, saw women working at the handsome salary and all expenses,) to be, as one of them phrased it, "a father to the fatherless, a friend to the friendless, and a widow to the widowless." But there are some truths which even these lying rascals cannot garble. When we have re lected all testimony save that of our own eyes and ears, the fact still remains-and s as they appear to be. But are they exceptional? Let us hear the evidence which and amid the highest civilization there are thousands of human beings who find life so intolerable under existing conditions as was published on this question no longer thousands of human beings who find life so intolerable under existing conditions as "In the grimy den of the crowded little to prefer the risk of imprisonment, penal smithy parents and children spent the live- servitude, or death itself, to a longer endu-

But although the evil is terribly manifest and then back to the forge again to save it is not so easy to discern the remedy. precious time—while the smaller children Countless ingenious plans have already precious time—while the smaller children (sometimes including a baby only a few been propounded, the only objection to months old) huddled among the cinders in them being that they are impossible. At a box or basket for warmth's sake, so as to be under the mother's eye while she toiled the favorite cry. "Instruct the ignorant at the bellows or the anvil. bare-armed to the shoulder and with ber hands 'corned' worthy amateur politicians who are strong like those of a coal-heaver, to earn three half-pence an hour." half-pence an hour."

In another portion of the same report an eye-witness says that "in order to earn among them all as much as a London carpenter receives for himself in the shape of pils can contrive to live without food for

chair-maker must "work more bours daily than there are pence in a shilling." In the face of such facts as these he has indeed good cause to observe in conclusion that "so far from its being surprising that a people so ill-used should occasionally show themselves restless under the oppression that crushes them, it is a marvel that they have so long refrained from making a vigorous effort to raise themselves."

But the stern school of fact, the nurse of all true heroes, has given to the English workman of the nineteenth century an education of its own, unattainable by the most orthodox of spelling-books and the most unexceptionable of school primers. How great the value of that education has been may be judged by any one who compares the late disturbances in South Staffordshire with similar events 70, 50, or even 30 years cation of its own, unattainable by the most cation of spelling-hooks and the most cation of sp

perform the map of the fit of

reasoning ferocity which tears and kills, like a wounded tiger, whatever comes in its way. It would be hard to find a clearer nd more gratifying proof that the solid practical Anglo-Saxon workman has a length begun to realize how fatally even a good cause may be injured by reckless and indiscriminate violence, and how much greater is "he that ruleth his own spirit" than "he that taketh a city." D. K.

We publish elsewhere a list of negroes convicted of petit larceny in the Police Court of the city of Richmond. Demoeratic challengers should examine it care

A Boy's Battle for Life. THE THRILLING ADVENTURE OF A LITTLE LAD NEWPORT'S NEWS, NORFOLK, AND PORTS-WHO MAY YET BE PRESIDENT.

ONLY \$2 TO WASHINGTON, D. C.

the other day, his little son, Joseph, had most thrilling experience. Master Joseph carried a bag, or corn-sack, in which to de posit the fish when caught. When loaded with as many as he could carry he would take them out and make a deposit and re-EASTEEN SHORE OF VIRGINIA.

NEWPORT'S NEWS WITH STEAMER "ACCOMAC" FOR SMITTBFIELD.
ONLY ROUTE WITHOUT TRANSFER, AND ONLY ALL-WATER ROUTE.
JAMES RIVER BY DAYLIGHT.
CHEAPEST ROUTE.
RATES MUCH LESS THAN HALF CHARGED BY ANY OTHER ROUTE.
FARE TO NORFOLM, \$1.00 | NO LIMIT.
FARE ROUND TRIP. \$2.00 | NO LIMIT.
FARE TO WASHINGTON, D. C., \$2.
FARE ROUND TRIP. \$3.50.
WAY-LANDING FARES FROM 25C, TO 90C. turn for more. In making one of these trips, while wading through water about three feet deep some distance from the fishermen, a monster alligator, said to be of unusual size, rose suddenly right at the boy and seized him by the thigh. A desperate struggle ensued—the boy battled for his life and the alligator for his prey. It so happened that the bag, which hung by the boy's side, was caught in the alligator's mouth with the thigh, and it proved a sort of shield, lessening greatly the incisions made by the brute's teeth, and thus, perhaps, preventing a shock to his nervous system, which might have made him succumb without the struggle which saved him his life. By an effortone of those superhuman efforts which come to men when only facing death—the ooy tore his bleeding flesh from the alliga-or's jaws. The monster grimly held to the sack a moment with the delusion, per-naps, that he still had his prey, affording

he boy an opportunity to escape. He had hardly extricated himself from the laws of death before the fishermen, alarmed by the struggle, were at hand, and another battle ensued. Thirty men, armed with gigs, poles, pocket-knives, and such ther instruments of war as were at band, harged upon the monster. Being in three cet of water the 'gator had considerable advantage, but those men had their blood up and were not to be outione. They poled and punched and narpooned him until the brute was almost outdone, when one of the nade bold to seize him by the tail. made bold to seize him by the tail. This swas a signal for a general assault. In less Steamers to set low New York TUESDAYS, THURSDAYS, and SATURDAYS at 3 P. M. from Pier 26 (new number). North river, foot of Beach street. They nave splendid saloons, state-rooms, and of the more daring had him by the tail and egs. There were too many of them for 'gator to slap around with his tail, a unsurpassed.

In a mode of 'gator warfare, and he to give up the fight. A harpoon was anged into his mouth, and then it was need into his mouth, and then it was the state of peculiar mode of 'gator warfare, and he ad to give up the fight. A harpoon was dunged into his mouth, and then it was safe to approach him with pocket-knives. Soon his head was severed from his body and the victorious party marched out of pond with the monster's head on a pole.

President Lincoln's Dream. It is not generally known that President Huge, unsightly buildings, grimed with soot and dirt, great black chimners, outlined in all their gaunt ugliness against a smoky, sunless sky, masses of broken timber rotting in pools of lith, black dust and be rotting in pools of lith, black dust and beart. "Sixteen hours a day is nought evenings he invariably read a chapter or as I can get a cup o' tea and a bit o' 'bacca I don't care. When I haven't a penny to buy 'bacca I dry the leaves left from my b'porth (half-penny worth) of tea, and just smoke them instead."

The noblest deeds are not always those of which the world hears most. Joan of the subject of dreams, and her hearing her way through the Each. of which the world hears most. Joan of Arc, hewing her way through the English pikemen; Marguerite of France railying the fainting Crusaders to man their walls once more against the Saracen: Queen sald she didn't believe in dreams in the Elizabeth watching with stern calmness the countless hulls of the Armada blackening the scaward horizon; the Maid of Sara- I retired one night quite late. I had been gossa firing with her own hand the gun at up waiting for important disputches from which its last artilleryman had just fallen the front, and could not have been gead—for heroines such as these the world long in bed when I fell into slumsounds its loudest trumpets and twines ber, for I was very weary. During sounds its loudest frumpets and twines its brightest laurels. But what place is there in the temple of fame for the unromantic figure of this gray-haired widow woman—ragged, stunted, soot-begrimed—smoking dried tea-leaves in a short black pipe? Still less would the aristocratic to room I heard moaning and weeping. At the control of the end group which I came to the end group which I pipe? Still less would the aristocratic to room I heard moaning and weeping. At Muse of History admit into the glorious length I came to the end room, which I company of her well-dressed apostles such entered, and there before me was a magnilow people as the "pug" girls of Stourbridge, who, barefooted and with rags
twisted round their hair to save it from the
bot clay, carry the latter in huge lumps to
the molders all day long for fifty cents a
day, bearing a load of 170 pounds for fifty
ed. 'By the hand of an assassin,' was the
varies of upward and then setting it dawn reply. Then I heard a great wailing all palling description as a mere hight of rancy, amusing enough in its way, but as little akin to sober fact as the travels of Gulliver, or the battles of Gargantua. In reality, you can hardly walk a hundred yards among the Staffordshire furdaded yards among the Staffordshire furdaded without meeting the shock-headed, large without meeting the shock-headed, knowed of," but was nicknamed "Devilsdust" by his comrades, and the deformed girl who had "been to Sunday school" and knew all about "our Lord and Saviour, Pontius Pilate." At all events, it was do imaginative novelist, but an about the servent and knew all about "our Lord and Saviour, Pontius Pilate." At all events, it was do imaginative novelist, but an about the servent and here that night. Such was my dream," From that time until his sad death Mr. Lincoln was hauted award it. Lincoln's first words after Wilkes Booth had shot him on April 14th were: "His ble to be easily relinquished, and even now that the servent and here that night.

Such was my dream," From that time until his sad death Mr. Lincoln was hauted by the fear of assassination, and Mrs. Lincoln's first words after Wilkes Booth had shot him on April 14th were: "His ble to be easily relinquished, and even now that the server of the second se

JOHNSTON'S PATENT STANDARD
DRY-SIZED KALSOMINE AND FRESCO
PAINTS are made in pure white and all fashlonabic colors; simply requiring water to mix them.
They possess strong disinfecting qualities, and
will not rub or scale from the wall, and are guaranteed.

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Reware of imitations.

Beware of imitations. J. M. WERTHEIMER.

McGRUDER & CONDON, M CGRUDER & CONDON,
909 MAIN STREET.
(SUCCESSORS TO C. H. MCGRUDER & CO.,
MANUFACTUREES AND DEALERS IN
LADIES' AND GENTLEMEN'S FINE BOOTS
AND SHOES of best manufacture, finest quality,
and latest styles. KANAWHA LUMP, SPLINT, AND CLOVER-HILL LUMP for grate uses. ANTHRACITE COAL, all sizes, all scroened before sent out. Also all khods PINE and OAK WOOD, sawed and split. Prices as low as any dealer in office No. 1714 east Cary. Telephone No., 277. C. C. THON.

RAST VIRGINIA LUMP, BLAZING
GRATE COAL, a. 54.50 per ton, delivered;
BEST WEST VIRGINIA SPILIST LUMP COAL,
BRIGHT-HOPE and MIDLOTHIAN LUMP
COAL, all at lowest price. COOKING COKE, the
most economical kitchen fuel; EGG, STOVE, and
NUT RED- and WHITE-ASH ANTHRACITE
COAL; LONG-, SAWED-, and SPILIT-WOOD of
the best quality and at favorable rates to buyers at
722 cast Main street. Telephone No. 312.
oc 2-t0e5

AND OTHER
MINERAL WATERS.
We have constantly on band all the famed MINERAL WATERS from Virginia and West Virstals, received direct.

RICHMOND, FREDERICKSBURG
RAND POTOMAC RAILROAD.—Schedule
commencing JULY 8, 1883;
6:00 A. M., leaves Byrd-Street station daily; stops
only at Milford and Fredericksburg.
Sieeper from Jacksonville to Washington.

11:10 A. M., leaves Byrd-Street station daily (except Sundays).
4:48 P. M., leaves Byrd-Street station daily.
Sieeper from Savannah to New York.
11:13 A. M., arrives at Byrd-Street station daily.
Sieeper from Savannah to New York.
11:13 A. M., arrives at Byrd-Street station daily.
Sieeper from Washington
Jacksonville.
9:48 P. M. arrives at Byrd-Street station daily
except Sundays).
ASHLAND TRAINS,
DAILY EXCEPT SUNDAYS;

DAILY EXCEPT SUNDAYS;

expenses Incurred.

Freight received until 5 o'clock f'. M. dally.

For further information, apply to

GEORGIS W. ALLEN & CO., Agents,

jy 29 office Company's wharves. Rocketts. Let every Democratic voter make it his ousiness to vote Tuesday if he has to stand in tine from suprise until supset.

POR NEW YORK.—The Old Dominion Steamship Company's proposed sailings for the week following are: WYANOKE, Captain HULPHERS, FRIDAY, November 2d, at 2 o'clock P. M.

ROANOKE, Captain COTCH, SUNDAY, November 4th, at 6 o'clock P. M.

OLD DOMINION, Captain WALKER, TUES-DAY, November 6th, at 2 o'clock P. M.

Freight received until 1 o'clock P. M. Friday, 5 o'clock P. M. Saturday, and to 1 o'clock P. M. Tuesday. Soonday morning, when there's nought doin' at the force, I give them a reg'lar good scrubbin', and when that's done they lie i' bed while I wash their clothes and get 'em dry for Moonday." But with all this the brave little woman did not lose heart. "Sixteen hours a day is nought when you're reg'larly used to it. So long as I can get a cub o' tea and a bit o' bacen are replaced by the service of the companies o Passengers leaving Richmono Mondays, Tues-days, Wednesdays, and Saturday by the Richmond and Petersbury railroad at 11:31 A. M., will make connection at Norfolk with steamer leav-ing those days. Tickets to be had at the Rich-mond and Petersbury denot, Chesapeake and Ohto depot, and A. W. Gurber's, 1000 Main street, For freight or passage, apply to GEORGE W. ALLEN & CO., Agents, oc 31 PHILADELPHIA, RICH-A. M. Freightfor Toesdays' and Fridays' steamers re-ceived till 11:30 A. M.; for Sundays' steamer till 5 P. M. Saturday. Freight received daily till 5 P. M. For further information, apply to

For further information, apply to

J. W. MCCARRICK,

General Southern Agent, office Recketts,

W. P. CLYDE & Co.,

General Agents FOR BALTIMORE. POWHATAN LINE-DIRECT STEAMER. Until further notice the steamer ALLIACE will sall every SATURDAY at 12 M., from POWHATAN DOCK, at Twenty-fourth and Dock streets, direct for Baltimore.

Through bills of lading signed and goods forwarded with dispatch to points North and West. Freight received daily until 5 P. M.

For further information, apply to

W. O. KNIGHT, Agent.

D. J. WEISIGER, Soliciting Agent. de 32 LUMBER DEALERS. WOODWARD & SON. DEALERS IN ALL KIND 5 bF

> Business-men of Richmond, your correspondence can wait until after you have

422 BROAD STREET. 422. NEW GOODS! NEW STORE!

422 Broad street, between Fourth and Fifth streets, (opposite Fourquerean, Price, Temple & Co.) Having withdrawn from the firm of Helier & Co. I respectfully inform my friends and the public generally that I have stablished myself at 423 Broad street, and have in store an entirely new stock of ANAWHA SPLIST COAD OF LEG universal sati-faction; Best ANTHRACITE COAL, all stress; FOREST PINE WOOD, Sawed and Split: WEST VIRGINIA STEAM and SMITH COAL. All Coal carefully prepared and promptly delivered. Order by telephone or otherwise. S. P. LATHROP,

BOOTS, SHOES, TRUNKS, &c. I shall keep only such goods as will give entire satisfaction.
Grateful for the very large patronage heretofore given me, I solicit a continuance of the same at my new stand.

J. M. WERTHEIMER.

Oc 26-1m between Fourth and Fifth streets.

KAILROAD LINES.

BEPARTURE OF STEAMERS.

OLD DOMINION STEAMSHIP

This company will dispatch one of their spieadle stammer-GUYANDOTTE. ROANGRE MAN-HATTAN, OLD DOMINION, and RICHMOND-EVERY TUESDAY, FRIDAY, and BUNDAY

bath-rooms.

The fare, accommodations, and attentions are

FOR NEW YORK.

ONLY ONE DOLLAR

A TLANTIC-COAST LINE.

TIME-TABLE, IN EVFECT OCTOBER 28, 1883, AT 9:43 P. M. TRAINS SOUTHWARD. Leave Arrive Richmond. Petersburg.

RAILBOAD LINES.

TRAINS NORTHWARD. ASHLAND TRAINS,
DALLY EXCEPT SUNDAYS:
6:23 A.M., leaves Elba; arrives at Ashland a
7:13 A.M. Stops at Hungary.
4:00 P.M., accommodation; leaves Broad-Street
station; arrives at Ashland at 5:02 P.M. leaves Elba; arrives at Ashland at
6:05 P.M. Stops at Hungary.
6:05 A.M., arrives at Elba; leaves Ashland at
5:28 A.M. Stops at Hungary.
8:35 A.M., accommodation; arrives at BroadStreet station; leaves Ashland at 7:30
A.M.
6:10 P.M., arrives at Elba; leaves Ashland at No. Petersburg. | Richmond. *4:58 A. M. 5:46 A. M. Fast Mail, 17:30 A. M. 8:32 A. M. Accommodate 9:18 A. M. 10:18 A. M. Through train 15:08 P. M. 7:23 P. M. Mixed train, 7:38 A. M. 8:58 A. M. Sunday only, 4:23 P. M. 5:43 P. M. Sunday only,

*Daily. †Daily (except Sunday). Nos. 40 and 43 make no stops. Nos. 45, 44, and 48 stop at Manchester, Drewry's Blaff, Ced strails, and Chester, No. 42 stops at Chester only, Nos. 25, 26, 9, 10, 11, and 12 stop at all station. Nos. 5 and 6 stop at all stations except Temperature. 6:10 P. M., arrives at Elba; leaves Ashland at 5:34 P. M. Stops at Hungary, C. A. TAYLOR, General Ticket Agent. E. T. D. MYERS, General Superintendent. Nos. 5 and 6 stop at all stations except Temper PULLMAN CAR-SERVICE.
On trains Nos. 47 and 48 sleeping-cars between New York and Savannah. Trains Nos. 40 and 45, sleeping-cars between Washington and Charleston. Trains 42 and 43, sleeping-cars between Washington and Jacksonville. Fla.
THE ONLY ALL-RAIL ROUTE TO NORFOLK Leave Richmond 4: 11:31 A. M.; arrive Noc folk 3:30 P. M. Leave Norfolk at 12:20 P. M. arrive Richmond 4:29 P. M.
J. R. KENLY, Superintendent.
T. M. EMERSON, General Passenger Agent.
Sol. HAAS. Traille Manager.

D ICHMOND AND A. L. E. G. M. VIRGINIA STEAMBOAT COMPANY'S
JAMES RIVER LINE FOR
NEWPORT'S NEWS,
NORFOLK, FORTSMOUTH, AND JAMESCONNECTS AT NORFOLK CLOSELY WITH
BAY LINE FOR OLD POINT, HAMPTON,
BAI IJBORE, AND THE NORTH
AME AFTERNOON.
AND AT NORFOLK WITH STEAMERS FOR
EASTEEN SHORE OF VIRGINIA.

RICHMOND AND ALLEGHAN

SCHEDULE OF TRAINS IN EFFECT OCTOBER 15, 1883. Leave Richmond 9:30 A. M. 3:30 P. M. 8:40 P. Arrive Scottaville 12:54 P. M. 7:40 P. M. 2:19 A. Lexington 6:55 P. M. 3:10 P. M. 10:10 P. M. 2:19 A. Lexington 6:55 P. M. 3:10 P. Cit'u Fig. 7:55 P. M. 7:15 P. 7:15 P. M. 7:15 Via Lynchb'rg & Jelfico.. Knoxville. Louisville. St. Louis Cincin'ati Chatt'n'ga Memphis

MEALS, 75c.

The elegantly rebuilt and fast steamer ARIEL.

(carrying United states mail.)

Z. C. Giffford, Commander, leaves Richmond every MONDAY, WEDNES-DAY AND FRIDAY

at 7 A. M., (STREET CARS CONNECT IN FULL TIME.) for above-namen places. Returning the steamer leaves Norfor, Portsmouth, and Newport's News on alternate days, arriving at Richmond at about 4 P. M.

Through tickets on saie on steamer and at Garbeit's Agency, 1000 Mish street. Baggage checked through.

BTATEROOMS CAN BE ENGAGED FOR DAYOUR NIGHT. 9:10 P. M. MAIL daily (except sunday). 11:15 A. M. ACCOMMODATION daily (except 7:30 A. M. NIGHT EXPRESS daily (except

FREIGHT.

Freight received daily for Norfolk, Portsmouth, Smithhield, and Hampton; Washington, D. C., Newbern, Washington, and Tarboro', N. C., and all points in Eastern North Carolina; also, for Eastern Shore of Virginia, Old Point, and all requiar landings on James river, at LOWEST RATES, and through bills issued.

L. B. TAYUM, Superintendent. At Richmond with associated callways for a points South, and Hichmond, Proderick-here a Potomae railroad for all points North; at Lynch burg with Viron is Midland railway for all pediceth, and Norfolk and Western railroad for Midland railway for all pediceth, and Norfolk and Western railroad for Knoxville, Chartanessas, Asians, Nashvill Louisville, Memphis, New Orleans, and all result, receiving to New Orleans and Chartaness without obsauce, and on all split trains. The transfer of New Orleans and Chartaness without obsauce, and on all split trains. The transfer of New Orleans and Chartaness without obsauce, and on all split trains. The transfer of New Orleans, and Chartanessas, Stephing-cap atlanted to Night Express Lynchburg, Berths, 81 to Lynchburg, 81 t At Richmond with associated

oc 14 General Passenger and Expr CHESAPEAKE AND OHIO RAIL WAY

1883. DEPART RICHMOND: Louisville and Cinnatl express, 4:30 P. M. daily; mall, 9:10 A DEPART RICHMOND: Loousville and c and express, 4:30 P. M. daily; mail, 9:10 daily (except Sunday): Ashland, Ky., and c bus, Ohlo, hight express, 10 P. M. daily of Sunday); for Norfolk and Old Polint, 4 daily (except Sunday), 7:20 A. M. daily of Sunday); hally leading to Building the Hold of the

BUSINESS between Rickmond and Charlottesville.

ARRIVF KICHMOND: From the West, 2550 A. M. (except Sunday), 6:30 P. M. etally, and 3:55 M. (except Sunday); from Norfolk and Obe Point 14 A. M. dally (except Sunday), and 8:15 P. from Old Point and Norfolk (except Sunday).

Louslyille and Cincinnati Fast-Line Pulman steeping-cars and day easiehes from Richmond in Cincinnati, and from Charlottesville at 9 P. M. O Louisville.

Ticket-Offices: 1000 Main street and Chespeake and Ohio Railway depot.

H. W. FULLER,

General Passenger Agent.

G. W. SMITH, General Manager.

OC 14

RICHMOND AND DANVILLE RE

CONDENSED SCHEDULES IN EFFECT OCTOBER 7, 1883.

Through Pass, Train No. 50, Duity, Palrand 227 E Through Palrand 227 E Through Daity. Raisigh.

salem. 12:00 Mid't 12:00 P. M.

saltsbury. 12:00 Mid't 12:19 P. M.

saltsbury. 12:00 Mid't 12:19 P. M.

Chariotic 1:50 A. M. 1:50 P. M.

spart'no'g 4:30 A. M. 4:31 P. M.

Greenville 5:48 A. M. 5:38 P. M.

Atlanta. 1:30 P. M. 12:50 A. M.

Train No. 44 connects at Burkerille wit

CHARLE

... BUILDING LUMBER,

Walnut, SASH, BLINDS, Maple,

Ash. DOORS, LATHS, SHIN-: Oak,

Cherry, GLES, POSTS, &c., Hickory,

Poplar, CORNER OF NINTH AND White Pine.

.. BYRD STREETS, : RICHMOND, VA

PAINTS.

WOOD AND COAL.

no 1 Seventeenth street, at Draw bridge,

BEST ANTHRACITE COAL \$6.25 and

COALBURGH SPLINT COAL;

ANTHRACITE COAL-All Sizes. Coal screened and kept dry under shelter

Eighteeath and Cary streets.

ANAWHA SPLINT COAL GIVES

Train No. 44 connects at Burkerfile with folk and Western railroad for Farmythe 1 burg and all southwestern points.

Train No. 50 (through nessenger-stoop at a tions, connecting at Keysville for all point Richmond and Mecklenburg railroad; at the sum of us from the South arrive at Richmond . M., 5:30 A. M., and 12:16 P. M.

BON AIR PASSENGER SEPVICE (DAILY EPCEPT SUNDAY), Trains Leave Riebmond at.....

Arrive Bon Air..... RETURNING Leave Bon Air. PULLMAN-CAR SERVICE
On Train 50-New York and Monigomery rea
Washington and Danville.

the Train 52-Richmond and Danville, and
Washington and Angusta, Charlotte and Moni-

washington and Augusta, Charles and south south east, and south west, and baggagu checked through.

Nolay-over checks given on local tickets.

M. SLAUGHTER.
General Passenger Agent.

T. M. R. TALCOTT, General Manager.

See 16

RICHMOND, FREDERICKSBURG AND POTOMAC RAILBOAD THROUGH ALL-RAIL FAST-FREIGHT LINE TO AND FROM BALTIMORE, PHILADEL, PHIA, NEW YORK, AND EASTERN AND WESTERN CITTLES.

ONLY TWELVE HOURS BETWEEN RICH-MOND AND BALTIMORE IN EACH DIRECTION.

Correspondingly quick time to other points Through bills of lading issued at low rates. C. A. TAYLOR Seperal Freight Ages

THE YORK-RIVER LINE TO

BALTIMORE.

Steamers win this line leave West Point for Baltimore daily except Sunday.

B \$6-liberal deduction for large quantities; Lump Splint, \$5.75 and \$5.50 per ton; Hail Splint, \$5.25 to \$5.50. Clover Hill, \$60f. Coke, and all kinds of Engine Coal at the lowest prices. Pine and Oak Wood long, sawed, and kindling, lowest prices. 708 Broad street and 1905 Cary street. Telephone, 165.

C. H. PAGE. BICHMOND (RICHMOND AND DANVILLS RAILROAD VIRGINIA-STREET DEPOT DAILY EXCEPT SUNDAY AT 3:30 P. M.

ARRIVE AT BALTIMORE AT 8:30 A. M., connecting with early trains North and We

Pasg'r dally Freight dat- Very data

Leave Richmo'd 3:30 P. M. 4:30 A. M. 5:30 P. M. Arrive at Wilfolnt 5:45 P. M. 7:50 A. M. 8:15 P. M. Passenger trains connect at West Point daily xcept Sunday with steamers for Baltimere and he North. the North.
Froight trains leaving Richmond at Twenty-furth street depot at 4.30 a. a., and 5.15 P. M. will have bassenger-combine a tached. Arrive Richmond 10:20 A M. (passenger); 11:59 P. N. and 12:30 P. M. (freight.)

For Tickets, Time-Tables, and all information, all on A. W. GARBER & CO., 1000 Main street, and Ticket Agent at the Richmond and Danville spot.

Hate-Rooms and Burths secured on application it this office.

M. SEAUGHTER.

General Passencer Agent.

No. 7 Tenth street.

au 25 BOL BAAR, Troffe Manager.

A few more words about Chicago if you are not tired out. The cable street-cars are worth notice. They work admirably, are clean, are worked cheap, and are as safe as any other; besides, they punish and kill up no animals. Really it is charming to see them moving. Their average speed is about seven miles an hour, and I am told they over-come elevations with no difficulty. The principal cable here is nine miles long, and bas from sixty to eighty cars attached to it, all running at the same time. You can see how simple it is. The cable is a wire rope about one and a quarter inches in dismeter, propelled by steam-power as diameter, propelled by steam-power a ne central point on the line—the cable working over a large wheel and its ten-don regulated by a weight of say a ton and a half suspended from the rope over a riction pully. From this centre the cable

ary rollers, and the car on the rail above it is attached and released in a moment by a lever with friction rollers at its end, which clamp the cable and acquire its motion—completely or partially as desired. By brakes, which a man has at command, the cars are more readily stopped than are our Richmond street-cars. They have the horse-car here also, but I reckon they will all in time be supplanted by the cable. Five cents is the fare for four or five miles. POLITICS.

Much depends on the issues of a few days.
If ever a man deserved political death, that
man is William Mahone, and any one that
could not wish to see it would be merciful
to him indeed. The lifetime of Methusaleh would not give him time to retrieve his political transgressions. You see I am thinking of our blessed old abused but honored mother Virginia that everybody talks to me about; that is loved and re-spected outside of her borders more than we think of. Let every Democrat go to the polls and vote, and ere another day sunset comes after the election the graicful and patriotic heart will weep that tear of joy which must then spring from a bosom overflowing with love of the cause of vir-

everything.

Well, when 1 entered Ohio I said to the

I have written enough. In all the northern States where elections will be held Tuesday the query will be, How is Virginia doing?

[From the Pall-Mail Gazette.]
A workingman sends us the following ac

body that could do so would stay at home," will give you some idea of the weather that is prevailing here, and especially, I could add by way of benediction, if they have a cold of the first magnitude, that home would be almost an unearthly blessing. If ever a poor wickedness was handed over, body and fibre, to that mysterious agent of human affliction denominated "a bad cold," I am the man. literal truth : Not a muscle or bone but what cries out "Is the poetic sensibility really a gain? You ask the question; let me give a brief

beautiful, although the light was yet dim.

peart that I had learned to read and appro

of the two wretched little English street-boys saying to the passing missionary: in the jaded mind of every one of these "Please, sir, ain't we dirty and heathenish enough to be taken care of, too?" If a few of those honest British zealots who are so eager to "convert the heathen" by adding the vices of civilization to those of barbarism would only take the trouble to walk across the "Black Country"—as 1 to walk across the "Black Country"—as 1 did some time are a few the barbar of at all, but can us where they please and dedid some time ago—from the border of warwickshire to that of Cheshire, and to what they please. Thoughts like these, keep their eyes open on the way, they would see quite enough to convince them

long war of labor and capital has been fought out upon many diverse fields, but never has it chosen a spot more grimly appropriate than the scene of the recent lathough beginning and ending with true English scenery in its most charming form, passes midway, like Bunyan's pilgrim, through the Valley of the Shadow of Death. At first starting you are among green Cheshire meadows dotted with grazing eattle and tall hedgrows and clustering trees.

But as soon as you begin to near the fatal

into Brummagem.

The old joke of the ill-favored man who

and that with but scant time for meals and no time at all for home comforts and those small domestic solaces that tend to reconcile the commonest laborer to his lot in life." He adds that in order to make 8s. (\$2) a week a female nailer or chair-maker must "work more hours daily that there are pence in a shilling." In the face of such feet.